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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY USSR (Black Sea)

REPORT

SUBJECT Vessels and Installations Observed in
Zhdanov, Novorossiysk, Odessa, and
Tuapse

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Four reports on the ports
of Zhdanov, Novorossiysk, Odessa, and Tuapse

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Att. No.Subject

1

Zhdanov: sighting of two naval
vessels, and a new motor
patrol boat; excavating work off
Yenikale for a "rich surface
deposit of an unidentified ore";
construction of a wall and expansion
of the coal quay; sketch of port.

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2

Novorossiysk: unidentified naval
vessels in port; two Polish
passenger ships carrying troops
Albanian nationals taking a course
for fishing boat captains.

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3

Novorossiysk: unidentified naval
vessels; loading facilities at the
"import" pier; floating dock with
an 8,000-10,000-ton capacity; con-
struction of a possible new cement
factory and another new factory.

Odessa: possible KIROV-class cruiser;
cargo awaiting loading.

4

Tuapse and Odessa: cranes; cargo
awaiting loading; 18,000-DWT
tanker possibly awaiting transfer
into the steel floating dock.

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STATE	X	ARMY	X	NAVY	X	AIR	X	FBI		AEC								
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(Note: Washington distribution indicated by "X"; Field distribution by "#".)

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SECRET*att. 1*PORT OF ZHDANOV

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Kerch Canal

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[redacted] about 10 miles from Cape Kiik Atlama and Cape Chauda (Gulf of Theodosia), two warships were observed at about 44° 30' north latitude, 35° 30' east longitude.

One of the funnels was a short distance from the bridge and noticeably raked toward the stern. [redacted]

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There was a tripod mast located between the bridge and the funnel.

The ships were definitely equipped with one radar and perhaps with two.

Shape: continuous deck, high and streamlined bow, and very low stern.

No armament was observed.

An apparently new motor patrol boat, clearly distinguished in shape from the others round about, more bulging and with streamlined bridge, was seen in the area of Cape TAKIL [redacted] This boat was not equipped with torpedo launching tubes and carried no depth charges. The only armament on deck consisted of a machine gun. The boat flew a green flag astern, with a small white field in the upper corner of the hoist.

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Kamysh Burunsk Bay Shipyard: Three or four old and rather small Soviet freighters were moored here. A floating dock in the vicinity was vacant.

Mineral deposits: [redacted] off Yenikale [redacted]

[redacted] observed a vast area in which excavating was being done with caterpillar bucket cranes. [redacted] a rich surface deposit of an unidentified ore had been discovered there and [redacted] large-scale exploitation had been begun recently. The crude ore was transported to Zhdanov on barges of 250-300 ton capacity.

Restricted area: [redacted] the existence of two areas in which navigation was prohibited, the stretch between Cape Kiz Aul and Cape Takil in the Black Sea and the area off Point Belosaraisk in the Sea of Azov. [redacted]

[redacted] there was no danger to navigation, but [redacted] navigation there was simply prohibited.

Port of ZHDANOV

[redacted]
[redacted] a Yugoslav ship took on cargoes there.
[redacted]

Port facilities: The quay between Piers 3 and 4 is equipped with three 5-ton portal bucket cranes. The coal is taken directly from railroad cars on a quay-side spur from the main line, which runs further upstream.

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Expansion of coal port: Work was under way along the entire length of the quay of the coal port; this quay was to be expanded by several meters. A long wall had already been constructed, and the work of filling in the area between the former edge of the quay and the wall had already been begun.

A bucket dredge was in operation near the head of Pier No. 1.

In repair zone (A) there were two or three small Soviet freighters undergoing minor repairs.

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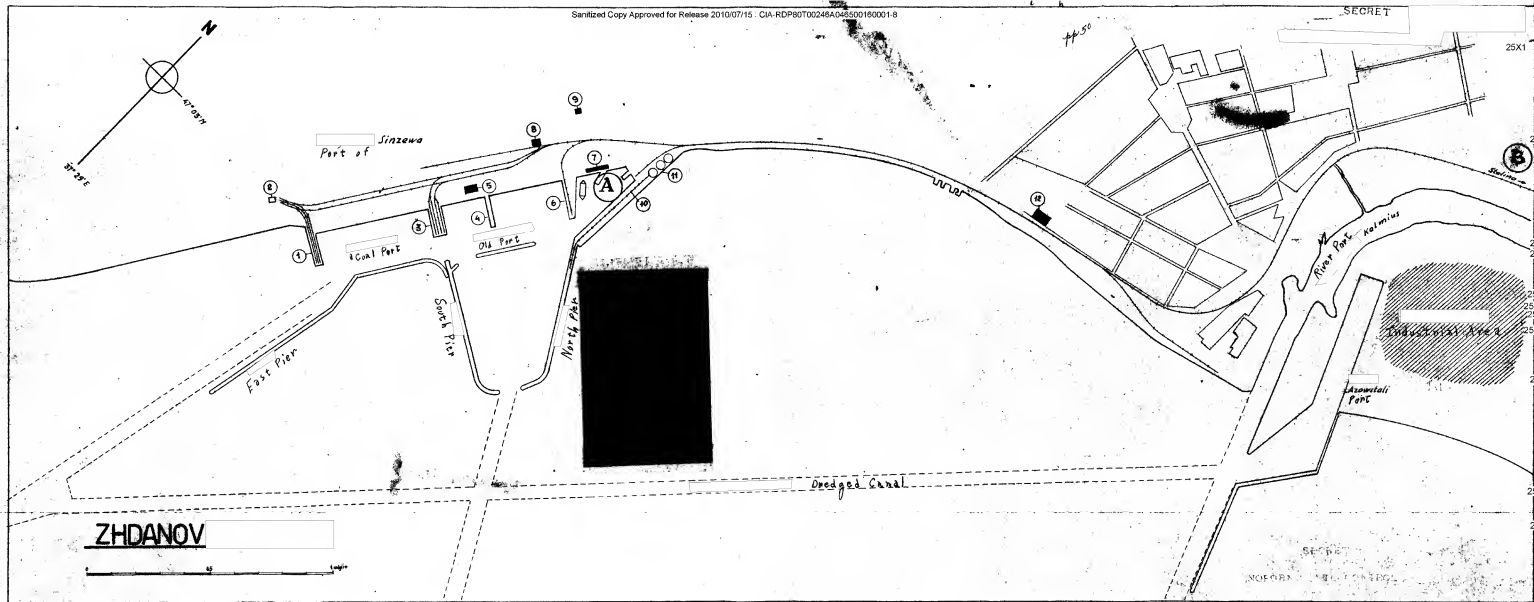
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ZHDANOV

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SECRETPORT OF NOVOROSSISK*at 2*

[redacted]
Naval vessels in the port

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From 10 to 12 naval motor patrol boats were moored along the quay between Piers 2, 3, and 4. From time to time, one of them would leave its berth and replace a similar boat in the bay, which would occupy the vacant berth. The guns of these boats were kept covered.

Between Piers 4 and 5 there were two corvette-type vessels, presumably with one funnel each. They were equipped with radar, the dimensions of which were large for that kind of vessel; the antennas were net type.

Toward the western end of the port there were two small naval tankers, of about 5,000 gross tons each.

All these vessels had the same flag at the stern; it consisted of a white rectangle in the [upper] corner of the hoist on a green field. The white rectangle contained a star and hammer and sickle in red.

Troop ships in the port

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A Polish passenger ship, recognized by the trident and three initials on the funnel, moored at the head of the import pier on one of the days

[redacted] On the day after it left, its berth was taken by an identical Polish passenger ship. The two ships were of about 5,000 tons and were painted white; they had two decks. The lower edge of the lowest porthole almost touched the water, indicating that they probably had at least two orlop decks.

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Both of these ships were loaded with troops. None of the soldiers on board went ashore.

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The troops wore very dark gray-green uniforms, jackets closed at the waist, trousers tight at the ankles, worn inside short black boots (like those of paratroopers), and fur caps with a small red star as insignia. If they were Soviet soldiers they wore unusual uniforms, differing both in cut and in color from those of the other soldiers seen in the city.

An old Soviet tanker and a modern Yugoslav tanker also visited the port.

Albanian nationals at NOVOROSSISK

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in the city,

certain individuals

turned out to be Albanians; they had been in

NOVOROSSISK for about 6 months taking a course for captains of fishing boats. They were not content with their stay because it was practically impossible for them to make any friendships, since they were constantly kept in a state of isolation.

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SECRET*att. 3*PORTS OF NOVOROSSISK AND ODESSA

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[redacted]
Artillery firing in Point Doobsk area:

[redacted] off Point Doobsk, heavy
artillery fire was heard, coming from the land, to the east of Point
Doobsk. Nothing was seen and so the exact location could not be deter-
mined.

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NOVOROSSISK

[redacted]
Naval ships in the port:

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In the military area of the port there were only some small motor
patrol boats, a few tugboats, and two floats with living quarters, oc-
cupied by sailors who were perhaps serving on submarines.

There were two small submarines in the port. These left their berths
almost daily and carried out short periods of duty at the roadstead.
Their hulls were dark and they had no arms on deck. The conning towers
were streamlined but their silhouette presented nothing unusual.

One naval vessel crossed the roadstead at a very high speed. It had
a bell-shaped radar antenna and a machine gun at the bow. There was no
bridge, but there was a low transparent windshield in front of the helms-
man's post. There were at most four crew members on deck.

Port facilities:

The "import" pier is used for loading coal and ore. It is equipped
with eight cranes of from 15 to 20 tons capacity each. It is connected with
the main railroad by two tracks, running on either side of the pier. The

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bulk of the materials to be loaded on the ships is brought up in trucks; only a little is brought up by rail. A drinking-water pipe runs to the head of the pier. The pier is also equipped for bunkering coal-burning ships.

A floating dock for ships of from 8,000 to 10,000 tons was moored near the shore end of the eastern outer breakwater, in the vicinity of the repair yard. There were no launching slips; the yard is probably equipped for medium repairs.

A structure with four smokestacks, apparently a new cement factory, is being built beside the old cement factory. Alongside it there is a small factory, apparently of recent construction, from which the sound of engines in operation could be heard.

One of the ships at the "import" pier was a Soviet merchant marine training vessel which stopped for bunkering.

On the shore were some big boxes and large quantities of processed steel [REDACTED]

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The sky over NOVOROSSISK was continually crossed in the daytime by jet aircraft; they almost invariably flew from west to east. Because of the great altitude, it was impossible to distinguish their characteristics.

ODESSA

Port procedure: the shore leave regulations were less rigid than at NOVOROSSISK. Shore leave was confined to the hours between 0800 and 2400.

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SECRET**Naval vessels:**

A training ship, the former C. Colombo, was in the port.

A cruiser arrived at the roadstead [redacted] it weighed anchor and moved off toward Cape Fontanka the same day. [redacted]

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[redacted] two funnels, slightly raked toward the stern. [redacted]

[redacted] a cruiser of the KIROV class, except that the bow was very slender.

[redacted] construction work under way for a new port intended exclusively for the export of hydrocarbons and coal. The new port is to be erected at Sukhoy Liman, south of Capt Fontanka, and is to be completed in 2 years.

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The port of ODESSA is to undergo a parallel transformation. The present coal piers are to be included in the passenger zone, and a new and adequate maritime port is to be built, with gardens and parking areas for public and private vehicles.

The excavation had already been begun in ODESSA.

Materials deposited on the quays:

Enormous quantities of crated and loose materials were piled up on the quays awaiting loading. There were parked trucks and tractors of Czechoslovak make, scheduled to go [redacted] Large quantities of materials were ready for export [redacted]

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It was said that 30 shiploads had already been taken away and that the materials lying there would make up an additional 30 shiploads. [redacted]

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SECRETPORTS OF TUAPSE AND ODESSA

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[REDACTED]

The central pier in the port of TUAPSE was equipped with at least eight electric portal cranes with swinging and retractable ^{booms} ~~arms~~ and running on rails. These cranes were of about 5 tons capacity each.

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[REDACTED] the central pier.

This pier was served by numerous railroad spurs, connected with each other and evidently with the central trunk line. Large quantities of structural shapes (angle irons, T-beams, square rods, etc.) were brought up in freight cars and trucks and deposited on the pier and on the surrounding area. The movement of trucks was very heavy.

A Soviet tanker of about 18,000 tons deadweight was moored to the south side of the same pier; it was awaiting transfer to the adjacent repair yard. [REDACTED] judged the depth off the repair yard to be shallow.

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[REDACTED] the tanker was awaiting entry into the steel floating dock (unoccupied at that time) in the western part of the port. [REDACTED]

[REDACTED] saw several barges and light boats [REDACTED]

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[REDACTED] observed the presence of known searchlight stations at various points along the coast and in the vicinity of the port.

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At ODESSA, [REDACTED] the pier between the coal pier and the maritime passenger station) was equipped with 25-ton cranes. [REDACTED]

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[redacted]
[redacted] saw naval vessels at ODESSA, [redacted]
[redacted]

There was a great deal of mercantile activity in the port, and quantities of materials, boxes, trucks, and [other] automotive vehicles painted khaki were standing practically everywhere. [redacted]

[redacted] the Soviet ports were very active, [redacted] loading and unloading were well organized, [redacted] the workers were capable, and [redacted] the port equipment was well mechanized.

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On the outer breakwater, [redacted] sentry boxes for the military personnel extended along it.

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